

1398.h.12

# INSTRUCTIONS

For the CONDUCT of the

S H I P S of W A R,

Explanatory of, and relative to the

# SIGNALS

CONTAINED IN THE

# SIGNAL-BOOK



HEREWITH DELIVERED.

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б и л о С О Н Д О С т о в

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**G E N E R A L**

**INSTRUCTIONS and DIRECTIONS**

**FOR THE**

**CONDUCT of the SHIPS of WAR,**

When Sailing or in Chace by Day.

**A R T I C L E I.**

**F**OR the advantage of dispatch, and the more convenient distribution of orders, the officers summoned by signal are to attend on board the Admiral provided with an orderly-book ; wherein they are to minute down the receipt of all publick letters and orders then to be delivered ; to enter all verbal directions given ; and all written instructions to be copied from the day-book of the ship in which the Admiral is embarked ; and to sign their names in evidence of the receipt of such orders and directions, when so required.

Officers summoned  
on board the Ad-  
miral to be provid-  
ed with an orderly-  
book.

**II.**

It is to be observed, in order to avoid inconvenience from the customary practice, founded on the regulations specified

Ships commanded  
by senior or junior  
officers, equally to  
bear up, as may be  
in most convenient.

in the General printed Sailing Instructions, with respect to the conduct of senior officers towards their juniors ; that the ships of war are to bear-up for each other, shorten sail, &c. without regard to the seniority of the Commanders, or other claim of distinction, in such manner as shall be found most convenient on either part, and may best guard against the hazard of falling on board each other.

The same attention is likewise to be had, on all occasions, in giving place to, or otherwise accommodating, ships proceeding as directed by signal from the Admiral, or making the signal to speak with him.

## III.

Ships nearest to  
strange ships pass-  
ing near the fleet  
at anchor, to ex-  
amine them.

The Captains of ships lying, or stationed on, the part nearest to which any strange ships may happen to approach the fleet when at anchor, by day or night, are to examine such strange ships, without waiting for more particular directions by signal, or otherwise, for that purpose.

And they are to make known, without loss of time, to the Admiral, or the Commander of their division, the particulars of any material information they may thereby obtain.

## IV.

Sig. 4 Page 7  
The order in which  
ships in chace are  
successively to return  
to the fleet, upon  
signal for that pur-  
pose.

When more ships than one happen to be out in chace on the same quarter or bearing from the Admiral, and it is meant that any of them should return back to the fleet; to the fleet, upon (which will be signified by the proper bearing-flag shewn at the same time that the general signal is made) the ship farthest from the chace is first to return, in compliance therewith.

If

If the signal be nevertheless continued abroad, after that ship has made sail to join the fleet, the next ship most distant from the chace is then to do the same; and so on, one after the other in succession, whilst the signal remains abroad.

But if the signal-flag be taken in before all the chacing-ships are upon their return to the fleet, the ships, one or more, that shall not then have made sail to join the fleet, are to continue the pursuit till the signal is again made requiring their return also to the fleet.

## V.

Ships sent out in succession to repeat signals between the Admiral and ships in chace, are to be kept at proper intervals asunder; varying their stations occasionally, according to the change of distance and number of ships ordered from the fleet upon that service.

Sig. 2 Pa. 9

Of ships ordered to  
repeat signals be-  
tween the Admiral  
and ships in chace.

## VI.

In case of separation in chace (which is always to be avoided as much as possible, without permission first obtained, or upon extraordinary occasions) the ships are to be made known on their return in sight of the fleet, by the respective daily signals instituted for that purpose, in preference to the distinguishing signal delivered, when it can be done with equal convenience and effect.

On View of the  
Fleet after separa-  
tion in chace.

( 3 )

half miles above the line established by the old 17.  
The river which it crosses is one of the shortest and widest  
two miles of the state, and its course is much more tortuous  
than that of the Mississippi, flowing through the valley with

numerous islands, and passing over large tracts of land  
which are covered with timber and brushwood, except  
such as have been cleared away for the purpose of  
growing grain. The soil is not the same throughout, often  
being very sandy, intermixed with gravel.

The river at this point has a depth of two or three feet,  
and is about 100 yards wide, and of no great value for fishing. A  
small village, consisting of a few houses, stands on the bank of the river, about  
one-half mile from the mouth of the stream, and is called  
"New Haven." It contains a few houses, a small church, and a schoolhouse.

The village of New Haven, contains a population of 100, and  
is situated on the western side of the river, about one-half  
a mile from the mouth of the stream. The houses are mostly  
of wood, and are built in a simple, rustic style, with no attempt  
at ornamentation. The buildings are mostly of wood, and are  
mostly of wood, and are mostly of wood, and are mostly of wood,

( 7 )

( 8 )

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**INSTRUCTIONS**  
 RESPECTING THE  
**ORDER of BATTLE,**  
 AND  
**CONDUCT of the FLEET,**

Preparative to, and in, Action with the Enemy.

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**ARTICLE I.**

**W**HEN the Signal is made for the Fleet to form in order of Battle, each Captain and Commander is to get most speedily into his station, and keep the prescribed distance from his seconds a-head and a-stern upon the course steered, and under a proportion of sail suited to that carried by the Admiral.

But when the signal is made for tacking, or on any similar occasion, care is to be taken to open, in succession, to a sufficient distance for performing the intended evolution. And the ships are to close back to their former distance respectively as soon as it has been executed.

If

Sig. 8 Pa. 11 }

— 9 — 243

Sig. 1.5 Pa. 27

## II.

Ships to leeward to  
gain the Admiral's  
Wake.

Sig. o' Pa. 15

If it happens that any part of the fleet is so far to leeward of the Admiral, when he makes the signal for forming in order of Battle, that he thinks it necessary to edge-away to give such ships an opportunity to get sooner into their stations ; He will bear-up with the *White Flag* abroad. The Commanders of the ships to leeward are thereupon to shape their course for getting into his wake most speedily, and taking their stations in the line of battle accordingly.

## III.

Signal for the line  
when not to regard  
ships detached.

Ships happening to have been previously detached on any service, separate from the body of the fleet, when the signal for forming in order of battle is made, are not meant to be comprehended in the intention of it, until they shall first have been called back to the fleet by the proper signal.

## IV.

Ships not able to  
keep their stations  
in the line, how then  
to proceed.

The ships, which from the inequality of their rates of sailing cannot readily keep their stations in the line, are not to obstruct the compliance with the intent of the signal in others ; nor to hazard throwing the fleet into disorder by persisting too long in their endeavours to preserve their stations under such circumstances : but they are to fall a-stern, and form in succession in the rear of the line.

The Captains of such ships will not be thereby left in a situation less at liberty to distinguish themselves ; as they will have an opportunity to render essential service, by placing their ships to advantage when arrived up with the enemy, already engaged with the other part of the fleet.

The

The ships next in succession, in the order of battle, are to occupy in turn, on this, and every other similar occasion, the vacant spaces that would be otherwise left in the line; so that it may be always kept perfect at the appointed intervals of distance.

When the fleet is sailing in line of battle a-head, the course is to be taken from the ship leading the van upon that occasion; the others in succession being to steer with their seconds a-head respectively, whilst they continue to be regulated by the example of the leading ship.

The course to be always taken from the leading ship in a line a head.

When the fleet is sailing in line of battle a-head, the course is to be taken from the ship leading the van upon that occasion; the others in succession being to steer with their seconds a-head respectively, whilst they continue to be regulated by the example of the leading ship.

And when the fleet is sailing large, or before the wind, in order of battle, and the Admiral makes the signal for coming to the wind on either tack; the ship stationed to lead the line on that tack, first, and the others in succession, as they arrive in the wake of that ship and their seconds a-head respectively, are to haul <sup>to the Wind</sup> without loss of time accordingly.

When to come to the wind in succession on either tack from sailing large.  
Sig. 1 Pa. 102  
— 1 — 195

And all signals for regulating the course and motions of the fleet by day or night, after the signal for forming in order of battle has been made, are to be understood with reference to the continuance of the fleet in such order, until the general signal to chace, or to form again in order of sailing, is put abroad.

Lines of bearing, their signification, and wherein to be observed on change of course.

By the Starboard or Larboard Line of Bearing, is meant, that line or point of the compass upon which the fleet would be formed, and the ships bear from each other, in line of battle.

Sig. 8 Pa. 112  
— 9 — 245

battle a-head, steering with a full sail, or about one Point from the wind, as it may at any time happen to be, on either tack.

Such relative bearing of the ships from each other, is to be thenceforth preserved through every change of course made, as often as any alteration thereof *together* shall be by signal directed. And the same is to be understood of the bearing indicated, though the Admiral should shape his course from the wind originally, when the signal for forming in order of battle upon either line of bearing is made. The ships will thereby become ranged immediately in line of battle a-head, in readiness for coming to action with the enemy, whenever it shall be requisite to haul <sup>to</sup> the wind, after having edged away to join them with that intent.

Sig. 3 to 7 P. 122  
— 3 — 7 — 255

When, on the contrary, the signals to alter the course in succession have been put abroad, the relative bearing of the ships from each other, will then be consequently changed; and any alteration of the course subsequently directed to be made by the ships *together*, will thereafter have reference to the relative bearing last established. The same distinction will take place, so often as the alteration of course in *succeſſion*, as aforesaid, shall in future recur.

## VII.

When the signal  
is made to alter  
course *together* for  
preserving the same  
bearing, attention  
to be then had.

Sig. 3 Pa. 10  
— 4 — 253

When any alteration of the course is directed to be made by the ships *together*, in view to preserve the same relative bearing as in the preceding article mentioned, it will be necessary that the outer, or leading ship on either tack, pointing towards which the change of course is to be made, should first begin the movement; in order to give room for the others

others to comply with the signal in turn, as fast as may be.

And upon all occasions, when the ships are formed in order of battle on any point of bearing from each other, different from the course then steered ; they are to be equally governed by the example of the outer, or leading ship on the tack towards which the course steered shall most incline : The Captains of which leading ships respectively are to make or shorten sail, alter course, &c. as by signal directed.

But when the fleet is sailing before the wind, the bearing for keeping their stations in that position, is to be taken from the ships appointed to lead the line upon the starboard tack.

### VIII.

If the Admiral should observe that the enemy has altered his course, and the disposition of his order of battle, one, two, three, or any greater number of points, (in which case it will be necessary to make a suitable change in the bearing of the ships from each other in the British fleet, supposed to be formed in such respects correspondently to the first position of the enemy) he will make the signal for altering course in succession, either way, according to the nature of the occasion. The leading ship of the line is thereupon immediately to alter to the course pointed out ; and, (the others taking their places a-stern of her in succession, as they arrive in the wake of that ship and their seconds a-head respectively) she is to lead the fleet in line of battle a-head on the course so denoted, until farther order.

Sig. 3 Pa. 12  
3 - 23 }

When

as fast as nine in large IX. in the vicinity of Santo

When an alteration  
of sail is intended  
to be made whilst  
the fleet is in or-  
der of battle.

When it is necessary to shorten, or to make more sail,  
~~whilst the fleet is in order of battle; and the proper signal in~~  
~~either case has been made; the ship referred to at either ex-~~  
~~tremity of the line will have more particular notice of the~~  
~~alteration intended, by the example of the frigate appointed~~  
~~to repeat signals: Which frigate, if then in her station, will,~~  
~~on that occasion (immediately after having repeated the sig-~~  
~~nal) hoist, lower, haul-up, or set, the same sail, and keep~~  
~~such only abroad for the time as the Captain discovers, by~~  
~~the Admiral's preparations, he intends to carry in future.~~  
~~right ed et al. noihoy tñt ni aotash nish ginalz roj~~  
~~hi. The ship referred to is thereupon to be put under a pro-~~  
~~portion of sail correspondent to the known rate of sailing~~  
~~of the Admiral's ship, when such intended alteration of~~  
~~sail, signified as aforesaid, shall have been made.~~

Hence the necessity  
to be observant of  
the proportion of  
sail necessary in each  
ship, suited to that  
carried from time  
to time by the Ad-  
miral.

Hence it will be necessary that the Captains in the fleet  
should studiously endeavour to obtain, by repeated observa-  
tion and experiment, a perfect knowledge of the proportion  
of sail required for suiting their rate of sailing respectively to  
that of the Admiral's ship, under the various changes of cir-  
cumstance and weather incident to cruizing service. They  
will thereby be enabled, not only to determine the proportion  
of sail requisite to be carried at all times for preserving their  
stations in order of battle by day and night, but also for  
keeping company with the fleet on all other occasions.

Ships ordered to  
quit the line, how  
to proceed.

When, the ships of the fleet being more in number than  
the enemy, the Admiral sees proper to order any particular  
ships

Sig. 3 Pa. 25 2

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ships to withdraw from the line; they are to be placed in a proper situation, in readiness to be employed occasionally as circumstances may thereafter require; To windward of the fleet, if then having the weather-gage of the enemy, or towards the van and a-head, if the contrary; to relieve or go to the Assistance of any disabled ship, or otherwise act, as by signal directed.

The Captains of ships stationed next a-stern of those so withdrawn, are directly to close to the van, and fill up the vacant spaces thereby made in the line.

And when in presence of an enemy equal or superior in number of ships, it shall happen that the Admiral, or Commander of any other division of the fleet, would not, in their first position, be directly opposed to the Commanders in similar stations in the enemy's line; and seeing fit to change the same accordingly, shall make this signal; (which will then be with such intent) the Captains referred to are on this occasion to place themselves forthwith against the ships of the enemy that would otherwise, by such alteration, remain unopposed: From whatever part of the van or rear they may have been removed, or to which they may have occasion to repair, in their respective divisions, for that purpose.

That Commanders  
of divisions may be  
oppofed to those in  
the enemy's line in  
fimilar situations.

## XI.

When the fleet is sailing in a line of battle a-head, or upon any other bearing, and the signal is made for the ships to keep in more open order, it will be generally meant that they should keep from one, to one and a half cable's length asunder, according as the milder or rougher state of the

When the ships are  
to keep in more o-  
pen, or clofer order,  
in line of battle.

Sig. 2 Pa. 12  
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D

weather

weather may require ; also that they should close to the distance of half a cable, or at least a cable's length, in similar circumstances, when the same flag is shewn in the mizen-top-mast-shrouds.

But in both cases, the distance pointed out to the Admiral's seconds a-head and a-stern, by the continuance of the flag abroad as intimated in the Signal-Book, is to be signified from them respectively to the ships succeeding them on either part : From the former by the Signal 10 Page 32; and from the latter by the Signal 11 of the same Page.

These signals are to be continued either way, onward throughout the line if necessary.

~~Particular ships to open to let the Admiral resume his station in the line.~~  
Notice is to be taken, in the same manner, of any continued deviation from the limited distance ; and to commence between the several Commanders of private ships respectively, independant of the Admiral's previous example, when they observe their seconds a-head or a-stern to be at any time separated from them farther than the regulated distance kept by the ships next to the Admiral, or that which was last appointed.

*Particular ships to open to let the Admiral resume his station in the line.*

N.B. When the Admiral, being before withdrawn from the line, means to resume his station therein ; he will make the signal as above, to keep in more open order, with the particular signals of the two ships between which he means to place himself ; whether it be in his former station, or in any other part of the line, better suited for his future purpose.

## XII.

When any number  
of ships are detach-  
ed, not having a  
Flag officer present.  
Sig. 5 Pa. 19

When any number of ships are occasionally detached from the fleet for the same purpose, in regard to which it might at times be requisite to employ a complete division, they

they are, during their separation from the body of the fleet to comply with all such signals as shall be made at any time<sup>sig. 5 Pa. 19</sup> whilst the Signal-Flag<sup>\*</sup> appropriated for that occasion remains abroad.

But all the ships so appointed, having the Commander in the second or third post of the detachment, will be considered for the time, and included in the purpose of every signal made to them, as if belonging to his division only. And his signals and instructions, or those from the Senior Officer for the time being, of the number so detached, are to be complied with in the same manner, as if the ships concerned had been in such division originally placed.

### XIII.

Great care is to be taken at all times when coming to action, not to fire upon the enemy either over, or near, any ships of the fleet, liable to be injured thereby ; nor, when in order of battle, until the proper signal is made, and that the ships are properly placed, in respect to situation and distance, although the signal may have been before put abroad.

Not to fire upon the enemy before the signal is made, and that the ships are properly placed.

Sig. 1 Pa. 24

And if when the signal for battle is made, the ships are then steering down for the enemy in any oblique direction from each other, they are to haul to the wind, or any other parallel with the enemy, to engage them as they arrive in a proper situation and distance ; without waiting for any more particular signal or order for that purpose ; regard being only had by the several Commanders in these circumstances, to the motions of the ships preceding them on the tack whereunto the course most inclines, and upon, or towards which, the enemy is formed for action ; that they may have convenient space for hauling up clear of each other.

If bearing down to the enemy when the signal is mad, to engage, the ship to haul up for that purpose, without waiting for any more particular signal.

## XIV.

Not to separate in pursuit of a small number of the enemy, until their main Force is broken or disabled.

No ship is to separate in time of action from the body of the fleet in pursuit of any small number of the enemy's ships beaten out of the line; nor until their main body be also disabled or broken, except in the instance of their Chief Commander, or other Principal Officer so circumstanced: But the Captains who have disabled or forced their opponents out of the line, are to use their best endeavours to assist any ship of the fleet appearing to be much pressed, or the ships nearest to them, to hasten the defeat of the enemy; unless otherwise by signal, or particular instruction, directed.

## XV.

Ships making the signal of distress, in what manner to be assisted.

*Sig. Pa. 21.*

When any ship in the fleet is so much disabled as to be in the utmost danger and hazard of being taken by the enemy, or destroyed, and makes the signal expressive of such extremity: The Captains of the nearest ships, most at liberty, with respect to the state of their opponents in the enemy's line, are strictly enjoined to give all possible aid and protection to such disabled ship, as they are best able. And the Captain of any frigate (or fire-ship) happening to be at that time in a situation convenient for the purpose, is equally required to use his utmost endeavours for the relief of such disabled ship, either by joining in the attack of the ship of the enemy opposed to the disabled ship, if he sees opportunity to place his ship to advantage; by favouring the attempt of the fire-ship to lay the enemy on board; or by taking out any of the crew of the disabled ship, if practical and necessary, as may be most expedient.

## XVI.

No Captain, though much pressed by the enemy, is to quit his station in time of battle, if possible to be avoided, without permission first obtained from the Commanding Officer of his division, or other nearest Flag-Officer, for that purpose; but when compelled thereto by extreme necessity, before any adequate assistance is furnished; or that he is ordered out of the line on that account, the nearest ships, and those on each part of the disabled ship's station, are timely to occupy the vacant space occasioned by her absence, before the enemy can take advantage thereof.

No ship to quit her station in battle but of extreme necessity, without leave first obtained.

And if any Captain shall be wanting in the due performance of his duty in time of battle, the Commander of the division, or other Flag-Officer nearest to him, is immediately to remove such deficient Captain from his post, and appoint another Commander to take the charge and conduct of the ship on that occasion.

Captains deficient in time of action are to be removed from their ships.

## XVII.

When from the advantage obtained by the enemy over the fleet, or from bad weather, or otherwise, the Admiral hath by signal signified his intention to leave the Captains and other Commanders at liberty to proceed at their discretion; they are then permitted to act as they see best under such circumstances, for the good of the King's service and preservation of their ships, without regard to his example. But they are, nevertheless, to endeavour at all times to gain the appointed rendezvous in preference, if it can be done with safety.

When the fleet is directed to disperse.

Sig. / Pag. 20

## XVIII.

When the fleet or  
any part of it is to  
form in two sepa-  
rate and parallel  
lines of battle ahead

Sig. 7 Pag. 25

When it is thought requisite to form the whole fleet, or any specified squadron or division thereof, into two separate and parallel lines of battle a-head ; the lines are to be kept two cables length distant asunder ; the channel or space, within which the fleet may be then confined to navigate, admitting thereof.

Sig. 12 Pag. 12

The ships of each line are to keep one cable's length distant from each other respectively. Those of the starboard division of the fleet are to keep on the starboard hand, in this case ; and those of the larboard division to port ; unless the signal for changing this relative position of the two divisions should be at the same time made.

The ships stationed to lead the line on either tack, are to lead their respective divisions on this occasion, in case no special appointment of the ships in any other manner hath been before delivered out.

Reference of signals  
when to ships of ei-  
ther division sepa-  
rately, or to both.

Page. 25

Sig. 7 Pa. 25

The reference of all signals, whether for opening to a greater distance, closing nearer together, &c. when meant of the ships in either division separately, will be signified by a *Red or Blue Pendant* shewn over the flag, as in the addition to the article referred to in the signal-book is expressed. But when the signals alluded to are addressed to the two divisions jointly, the signal will be repeatedly made with that expressive of the intended purpose.

## XIX.

Ships to be kept at  
all times prepared  
for immediate ac-

The ships are to be kept at all times prepared in readiness for action. And in case of coming to an engagement with the

the enemy then having the weather-gage, their boats are to be kept manned and armed, and prepared with hand and fire-chain grapnels and other requisites, on the off side from the enemy ; for the purpose of assisting any ship of the fleet attempted by the fire-ships of the enemy ; or for supporting the fire-ships of the fleet when they are to proceed on service.

The ships appointed to protect and cover these last, or Sig. 7 Pa. 20 which may be otherwise in a situation to countenance their operations, are to take on board their crews occasionally, and proceed before them down, as near as possible, to the ships of the enemy they are destined to attempt.

The Captains of such ships are likewise to be particularly attentive to employ the boats they are provided with, as well to cover the retreat of the fire-ship's boat, as to prevent the endeavours to be expected from the boats of the enemy to intercept the fire-ship, or in any other manner to frustrate the execution of the proposed undertaking.

## XX.

If the ship of any Flag-Officer be disabled in battle, the Flag-Officer may embark on board any private ship that he sees fit, for carrying on the service : But it is to be of his own squadron or division in preference, when equally suitable for his purpose.

Flag-officers at liberty to move into other ships when their own are disabled.

## XXI.

The Flag-Officers, or Commanders of divisions, are on all occasions to repeat generally, as well as with reference to Flag-Officers to repeat all signals.—The purports thereof

*afterwards*  
of to be complied their respective divisions, the signals from the Admiral; that with by their several divisions respectively, they may be thereby more speedily communicated correspondent to his intentions.

And the purpose of all signals for the conduct of particular divisions is then only meant to be carried into execution, when the signal has been repeated, or made, by the Commanders of such particular divisions respectively. In which circumstances they are to be always regarded and complied with by the ships or divisions referred to, in the same manner as if such signals had been made by the Admiral commanding in Chief.

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**I N S T R U C T I O N S**

FOR THE

**GOVERNMENT of the SHIPS of WAR**

DURING

**A F O G.**

N.B. It is to be observed that the signal-guns will be all fired to windward, or on the same side, during the continuance of a fog.

**ARTICLE I.**

**T**HE Admiral, in execution of his intentions to tack, wear, &c. subsequent to the appointed signals made expressive of those purposes, will not begin to change his situation correspondent therewith, until *ten Minutes* after the respective signals shall have been made, except upon any extraordinary emergency; meaning thereby, to allow a sufficient time for the ships near him to be prepared for, and proceed as requisite on the same occasion.

The Admiral will not act in consequence of any signal 'till ten minutes after it has been made.

**F****In**

## II.

On a sudden shift  
of wind, or intended  
change of course  
in consequence  
thereof.

Sig. 18.19 Pa. 2

Sigs. 10.11 — 1

Sigs.

Sigs. 16 — 1

17 —

In case of a sudden shift of wind, or wind springing up after a calm, and not being then favourable for continuing the course — before steered ; or that the Admiral thinks proper to steer a different course on such occasions ; he will make the signals for lying-to, or the signals for sailing by the wind on either tack, that will best correspond with his further intentions. And if the wind by such alteration becomes favourable for sailing large on the course he intends to steer ; he will soon after signify, by the proper signal, the number of points he means to steer from the wind, on either tack, accordingly.

## III.

If before sailing by  
the wind to keep to  
the wind 'till far  
ther signal.

Sig. 9 Pa. 1

— 16 —

— 17 —

If the fleet was before sailing by the wind, the ships are to alter course as the wind alters, and always keep to the wind on the same tack (if no consequent danger is to be thence apprehended) until some signal for altering the course by tacking, or bearing-up, is made.

## APPENDIX

Notes on the class of anchoring and to no longer in Appendix A 217  
the ships along breakers out of proportion had now  
the signals or signs for how to do this to be published  
and the winds will be more convenient and easier to manage  
the fleet when used and it will be better and  
ways of violent winds, and when violent winds  
and breakers of wind have wind, and to do this  
and the ships out of the class of anchoring and to no longer in Appendix A 217

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I N S T R U C T I O N S

R E S P E C T I N G T H E

CONDUCT of the FLEET,

I N

Sailing and Order of Battle, &c.

B Y N I G H T.

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in every case where a signal is given to a ship  
that she has been seen by another.

Each ship will immediately repeat the signals  
received from other ships, without loss of time,  
and in her own words.

## S A I L I N G I N S T R U C T I O N S

By N I G H T.

N.B. All signal-guns will be fired on the same  
side, that there may be no variation in the  
sound of the report.

### A R T I C L E I.

**A**LL signals made by private ships, are to be repeated by those then between them and the Admiral, until he is seen to have observed them. And his answers are to be repeated back in the same manner to the ship making the first signal; when it shall be necessary.

Signals made by  
private ships to be  
repeated, if not im-  
mediately observed.

### II. — Sig. 12. — Page 41.

On discovery of a strange ship in the night which may be readily examined, without the necessity of chasing, or hazard of separation from the fleet, the ship discovering the strange

On seeing only one  
or two strange ships:

Sig. 12.—Page 41. strange ship is not required to make the signal 12, page 41, in the first instance. But she is to proceed to speak with and examine such single ship, without waiting for further direction from the Admiral. Nevertheless, if more than one or two are seen together, and there is reason to suspect

Sig. 19.—Page 43. they are ships of the enemy, the signal 12 (or 19) is then to be made. And of the ships of the fleet nearest at hand, one or more, according to the apparent strength of the strange ships, and the circumstances of the case, are to assist to intercept and examine them.

### III. — Sig. 3. — Page 33.

When the Admiral means to follow any particular ship in chace.

Sig. 3.—Page 33.

— 37. — 37.

When more ships than one are out in chace upon different quarters of the compass; and that the Admiral, chusing to steer after any particular ship suspected to be in chace of an enemy, would have the other chacing-ships return to the fleet; he will make the signal 3. as for all the ships to leave off chace; and presently after, shew forward to the view of the chacing-ship he means to follow, three lights of equal height (signal 37) as for that ship to continue in chace.

When the chace is suspected to be an enemy.

Sig. 3.—Page 33.

— 9. — 41.

If, upon the signal (3,) being made to leave off chace, the Captain of any ship then in chace should suspect the chace to be an enemy, and see a probability of speaking therewith; he is to make the appointed signal (9). But if the Admiral should nevertheless repeat the signal to leave off chace, the Captain is immediately to quit the chace, and return back to the fleet.

In

### IV. — Sig. 9. — Page 41.

## V. —— Sig. —— Page

In case of coming up with an enemy in chace, the chacing ships are to shew, as they arrive up with the enemy, the distinguishing lights appointed for that occasion : But the headmost ship is to carry a constant light in the stern-lan-thorn, or other conspicuous situation, whilst in sight of the chace. The Admiral will carry an extraordinary light also at the bowsprit-end at such times ; and will do the same occasionally when any ship is stationed to keep a-head of him, or accidentally happens to be so, in the night.

On coming up with  
an enemy in chace  
The Admiral will  
carry a light for-  
ward when any ship  
is a-head of him by  
appointment or ac-  
cident.

But it is to be observed, both in respect to the Admiral and the ship a-head of him as aforesaid ; that when there shall be occasion to communicate information on either part by signal, the constant light of the ship making the signal is to be first taken in, and to remain withdrawn whilst the signal-lights are kept abroad. But the constant light is to be afterwards shewn again, when the purpose of the signal has been communicated ; and is to be continued abroad, on each part, in future ; for the original purpose, either of guiding the Admiral in his course, or signifying his position to the detached or chacing-ship.

## VI. —— Sig. 20.—Page 35.

When sailing by the wind in thick and tempestuous weather, it shall be thought necessary to tack, and the signal 20 is made for that purpose ; the same signal lights at the ensign-staff are to be shewn by each private ship ; and those also forward at each cat-head, as directed by signal 30. Which several signal lights are to be continued abroad, until

When the signal  
is made to tack in  
thick and tempes-  
tuous weat her.  
Sig. 30.—Page 35.

the fleet is come to the wind on the other tack, and the Admiral's signal-lights are taken in.

Or to wear.

*Sig.* 15. — *Pa.*

The proper signal lights are to be repeated in the same manner by private ships, when the fig. 15. is made to wear, under the same circumstances.

When crossing on different tacks, which ship is to keep the wind, and which always to bear-up.

Sig. 40.— Page 37.

*Sig.* 13.— *Page* 41.

**Observation.** — *It is always to be observed when two ships approach near to, or are crossing each other on different tacks, that the intention of keeping the wind, or bearing-up respectively, is to be made known by fig. 40. And to prevent accidents that might otherwise ensue from the want of timely and certain knowledge what part they mutually intend to take in this situation; the ship then on the Starboard Tack is (under the same circumstance of convenience) to keep to windward; and that standing on the Larboard Tack, to bear-up.*

The same precautions are to be taken in thick weather, in respect to ships put accidentally in stays, or passing on different tacks, or on any other occasion, through the fleet.

VII. — Sig. 20.— Page 35.

The Admiral being put by a shift of wind on the other tack.

Sig. 20.— Page 35.

— 30. —

In case the Admiral is put by a sudden shift of wind on the other tack, and would have the fleet to change after him to that tack; he will equally make the signal 20; which, in this particular, is to be understood as for changing from the tack whereon he was before standing with the fleet. He will shew the lights fig. 30 if necessary on this occasion; and keep them abroad until he has taken his station to lead the fleet as before.

When

## VIII. — Sig. 4. — Page 41.

When the Commander of any distant ship, fearful of Not seeing the losing company in thick and tempestuous weather, shall signify to the Admiral by sig. 4. — Page 41. that his lights are not seen ; the signal is to be repeated by the intermediate ships in succession, until answered by the Admiral by the Sigs. <sup>7</sup>~~Page 33~~ But they are still to keep their signal lights abroad, until that shewn by the ship which made the first signal, shall be taken in, pursuant to the Instructions annexed to the signal 4. in the Signal-book.

## IX. — Sig. 3. — Page 26

The ship ordered to keep a-head of the fleet to sound during the night, is to carry a constant light at the mizen-peck. And on striking ground, to signify the same by hoisting up (*to about the distance of ten feet from that light*) two lights, of equal height, at the same place. As soon as this signal shall be answered from the Admiral, by an extraordinary light shewn in addition to the occasional light he will always carry, when any ship is ordered a-head of him ; the depth of water is to be made known by hauling down, and hoisting again, the said *Two Lights*, once for every five fathoms. Any less number than five fathoms remaining, is to be subsequently shewn, by hoisting a single light under the same constant light, *once*, for every single fathom exceeding the complete number of five fathoms last signified.

The Admiral will keep the extraordinary light abroad, until the signal expressive of the depth of water met with appears to be finished. He will then take it in, to signify that he has understood the signal.

Ob-

Soundings to be signified in the same manner when at any other time accidentally had.

18. — 13  
Sig. 44. — Page 27.

**Observation.** — Ships ordered a-head for other purposes, and meeting with soundings unexpectedly, are to make known the depth of water in the same manner. And in case of falling suddenly into danger on such occasions, they are to make the signal to give notice thereof to the fleet, conformably to the directions annexed to signal 18. in the Signal-book.

## X.

The Admiral's example to be the direction to the fleet in clear weather, when the firing of signal-guns may be unnecessary.

It is to be observed in relation to the Night-Signals contained in the Signal-Book, whether for making more sail, shortening sail, tacking, or other change in the disposition of the fleet; that the Admiral will proceed in execution of his intentions therein, without making the respective signals, when from the favourable state of the weather, and other concurrent circumstances, he is assured his motions can be readily distinguished. It being desirable to avoid as much as possible, all occasion for firing signal-guns, and discovery of the fleet by the report thereof; or even the shewing of signal-lights, when the same ends can be otherwise as certainly obtained. And the Admiral's example is to be followed by the ships of the fleet in both cases alike.

( 37 )

( 38 )

INSTRUCTIONS  
RESPECTING THE

Conduct of the Fleet in Order of Battle,

By N I G H T.

ARTICLE I. — Sig 26. — Page 35.

As the urgency of the case, and accidental position of the ships, upon the sudden discovery of a strange fleet, may not allow time to take the particular stations prescribed by the form of battle delivered, when this signal is made; the ships are then to take such stations a-head and a-stern of the Admiral respectively, as their accidental situations will best enable them to do with readiness and dispatch. And they are to keep about one cable's length distant asunder.

To facilitate this operation, it is probable that the Admiral, when he makes the signal to form in line a-head, will bring to with his *Main-top-sail* to the *Mast* and *Fore-sail* set; and continue under that sail after the fleet has filled. The Captains of the fleet are therefore to regulate the proportion of sail they will have need to carry, by the wind, accordingly.

To form in line of battle a-head, occasionally, in such succession as the accidental situations of the ships will most conveniently admit.

Sig. 26 — Page 35

The proportion of sail the Admiral will most probably carry by the wind.

When

Of the same, when  
sailing large, &c.

When sailing large, or before the wind, he may be ex-  
pected to keep mostly under his *Topsails* only.

His general principle, in either case, will nevertheless  
be, so to suit the proportion of sail he carries, that the  
worst sailing ships of the fleet may be enabled to preserve  
their stations, and the best sailing ships always kept under  
command.

Ships not able to keep their stations in the line, are to  
act as directed when under the same circumstances in the  
day-time. Art. IV. *Page X.*

When to quit this  
form of battle and  
resume the order of  
sailing.

And when the Admiral would have the ships to resume  
their stations in the order of sailing, for continuing his  
course as before; he will make the signal <sup>Pa. 93 in the Signal Book</sup> 4; and remain

Sig. 4. Pa. 33. with all others, besides the lights he usually carries in sail-  
ing order, extinguished.

When to close near-  
er together in order  
of battle.

Sig. 17. Pa. 35.

As the most frequent occasion for this signal when in or-  
der of battle, is likely to occur after the ships have been  
recently extended for the execution of any general move-  
ment; or when upon their being otherwise too much se-  
parated, it is meant that they should be more exactly kept  
to the limitted distance expressed in the preceding article:  
The several Captains and Commanders are therefore to have  
regard to that intention, when this signal is made, and  
place their ships accordingly.

When to open far-  
ther asunder.

When, on the contrary, the ships are observed to keep  
nearer together than the prescribed distance before-men-  
tioned

tioned, and the signal is made to open to a greater distance asunder, it will be generally meant that they should conform to the same regulation. But if this last signal 32 Sig. 32. Pa. 37. should nevertheless be again repeated, it will be meant that they should be still farther separated, to about one and a half cable's length : Thereby to obtain a more sufficient space for performing some intended evolution, in the same order.

## IV. —— Sig. 23. —— Page 35.

If the fleet had been sailing in order of battle previous to the signal made for lying-by, it will be generally meant that the ships should again continue under the same proportion of sail as before. But if the Admiral should be then lying-to, to give opportunity for the ships to get more readily into their stations, he means that they should carry, in compliance with this signal, the proportion of sail suited to his purpose of standing on under his *Top-sails* and *Foresail* by the wind ; or as in the first article of these Instructions when failing large.

When to make fail after lying-by, having been before sailing in order of battle.

Sig. 23. Pa. 35.

—If the Admiral should be then lying-by.

The leading ship is first to make sail pursuant to this signal. But not until about five minutes after the signal has been made : to allow time for the other ships to get ready for doing the same in succession, throughout the line.

The leading ship first to make sail after a limited time

When this signal (28) is first made, the fleet being in line of battle a-head, the gradations in which the Admiral

When to make more sail, in what gradations it is to be done will

Sig 28. Pa. 35. will proceed to make more sail will generally succeed each other; whether beginning with the first (if that should be the sail he carries) or either of the subsequent instances, as follows:

## V I Z.

- 1st. If then under his *Topsails* — He will set his *Foresail*.
- 2d. If the signal is repeated - { He will set his *Jib* and *Top-Mast Staysails*.
- If again repeated - - { He will set his *Top-gallant Sails*, if fair weather.
- { He will set his *Mainsail* in preference if otherwise.
- If again repeated - - { He will set his *Mainsail*, if not set before. otherwise *Top-gallant-Sails*

It is however to be observed, that upon discovery of a strange fleet, he will take the first occasion in respect to reefs in his topsails, according to the state of the weather fitting, conformable to the state of the weather. And in

case of unsettled and squally weather ensuing after any increase of sail made as above, he will reef his topsails, or take in any proportion of his small sails necessary: In view to keep nearly the same rate of sailing as before.

~~or and ready to set not with walls of sheer wood and bright  
and two days old VI. — Sig. 29. — Page 35.~~

When to shorten sail,  
the same gradations  
will be observed.

Sig. 29. Pa. 35.

When, on the contrary, he makes the signal to shorten sail, the fleet being in line of battle, he will lessen the sail he may have abroad, by the same gradations, as often as the signal 29 is repeated.

The

The ships a-head and a-stern of him in the line will be governed in both instances, regarding the proportion of sail necessary to be increased or diminished from time to time, accordingly : Those happening to be over pressed with sail, being to act on that occasion, according to the directions referred to in the first article preceding.

The ships in either case, to regulate the proportion of sail carried accordingly

### VII. — Sig. 21. — Page 35.

The leading ship of the line, and the others in succession, are to open to the requisite distance in compliance with this signal ; to obtain a sufficient space for the intended purpose. And the same precaution is to be taken when necessary, in regard to any other alteration in the form of battle directed.

When to tack in succession after the leading ship.

Sig. 21. Pa. 35.

After the evolution in succession is performed, the ships are respectively to resume their stations in the line, at the limited distance specified in the first article preceding : Though no particular signal should be previously made for that purpose. And the signal-lights repeated, pursuant to the direction annexed to this signal, are to be separately taken in, as each of the ships comes to the wind in turn upon the other tack ; which should in general be the rule for the next succeeding ship to put in stays.

### VIII. — Sig. 22. — Page 35.

When any of the few occasions shall occur, whereon it may be necessary for the whole fleet to tack together in order of battle, during the night ; great attention will be requisite on the part of the different Captains, for preserving their stations with any adequate exactness.

When the whole fleet is to tack together.

Sig. 22. Pa. 35.

It

It will be the Admiral's care that the sail then carried, shall be (as much as possible) sufficient in every ship to prevent the hazard of missing stays.

But as it is not to be expected that this evolution will always be performed without breaking into the desirable regularity of this order, some ships needing more, some a less proportion of sail to prevent their paying off unequally ; it will depend much on the vigilance of the Captains to remedy this inconvenience, by speedily resuming their stations when the fleet is about on the other tack.

The signal lights  
repeated by private  
ships to be taken in  
when they put in  
stays.

And it is to be particularly remarked, that, upon this occasion, the Admiral will take in the signal lights (and each of the other ships is to do the same) when he, by firing the third gun, gives notice for the fleet to put together into stays ; as in the explanation to this signal, in the Signal-Book expressed.

#### IX. —— Sig. 19. — Page 35.

When to bear down  
to come to action  
with the enemy.

Sig. 19. Pa. 35.

Reference is to be had on this occasion to the separate signals delivered, for the conduct of the ships or frigates detached to observe and make known the enemy's motions ; whereby the Commanders of divisions will be guided for posting themselves against those opposed to them in the enemy's line, as time and circumstances admit. But the chief intent of endeavouring to form the fleet in any regular order of battle during the night, being in a view to a more connected effort, and better security against the hazards consequent on an unrestrained liberty to come to action with the enemy in any more detached and independent manner : It is expected from the ability of the Captains of the fleet

fleet, to supply by their diligence and activity, the want of those particular directions which the occasion might demand, and which could be readily signified under the same circumstances in the day-time.

X. — Sig. 27, — Page 35.

Notwithstanding the limitation in this signal implied, whereby it is generally meant that no ship should fire upon the enemy till the whole fleet is arrived up together to the near distance which it will always be the Admiral's intentions for the ships to engage at, though from motives of convenience he may think fit to make this signal at times before he is himself so far advanced towards them ; yet, as when upon having been before in presence of the enemy, or falling suddenly in with the body of their fleet by night, it may happen that some part, if not the whole, of the British fleet may be unavoidably forced into action before there is time or opportunity for the Admiral to make this signal : It is, on such occasions, his intention to leave the Commanders and Captains of the fleet concerned, at liberty to act therein according to their discretion, as circumstances may require, or his example induce.

They should however be mindful to conduct themselves on such necessity, either by prosecuting a close engagement with the enemy, or suspending the continuance of their attacks, as they may have reason to think most efficacious for the advancement of the public service ; and as they see best for co-operating with the rest of the fleet in their attempts to accomplish the enemy's speedy and general defeat.

## XI. — Sig. 36. — Page 37.

When to disperse.

When from circumstances of weather, or superiority of  
 Sig. 36. — Pa. 37. the enemy, it is thought necessary to leave the different Captains and Commanders of the Ships of War at liberty to proceed with their ships respectively as they shall judge necessary for their security, without regard to the example of the Admiral; and this signal is made, expressive of such permission; they are nevertheless to repair in preference to the place of general Rendezvous appointed, if it can be done with equal prospect of success.

Given on board His Majesty's Ship  
 the Eagle off New York the 20<sup>th</sup> Day of  
 October 1776. *HMS*

To  
the Honble

Capt. Geo: Keith Elphinstone

Commander of His Majesty's  
 Ship the *Persicus*.

My command of the Vice Admirals.

*Jos: Davies.*



*red W*

X

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